

## PACIFIC FRUIT EXPRESS COMPANY

## May News Letter

San Francisco, May 25, 1956

ALL P.F.E. EMPLOYEES:

P.F.E. Loadings

|           | 1956            |                 |              | 1955            |                 |              |
|-----------|-----------------|-----------------|--------------|-----------------|-----------------|--------------|
|           | <u>PFE Cars</u> | <u>Foreigns</u> | <u>Total</u> | <u>PFE Cars</u> | <u>Foreigns</u> | <u>Total</u> |
| April     | 23,882          | 890             | 24,772       | 23,404          | 1,050           | 24,454       |
| Jan.-Apr. | 112,706         | 5,901           | 118,607      | 101,802         | 5,328           | 107,130      |

Car Situation -

All PFE cars were withdrawn from foreign line service April 30th. At the same time it was arranged to accept foreign fan equipped empties from all connections to be used advantageously in California. Although storages have not been built up to the extent desired, an adequate supply has been accumulated and with good prospects for an ample westbound tide of PFE and foreign fan cars a satisfactory situation is indicated throughout the Month of May.

CROP CONDITIONSSouthern Pacific -

In Oregon potato and pear holdings will be cleaned up by the end of May and shipments will decline until Fall season.

In Northern California heavy export demand for citrus has advanced Valencia movement and majority of crop will be shipped by the end of May. Intermittent rains during the first week of May resulted in some damage to the Salinas lettuce crop and shipments have not reached expectations; however, with heavy acreage expected to reach maturity the latter part of May, shipments should increase rapidly. The Bakersfield potato movement will increase rapidly during May, reaching peak volume the first part of June.

In the Southwestern District lettuce movement from the Salt River Valley is declining and should be about finished by May 20th. Tomato and melon movement from the West Coast of Mexico is now expected to drop rapidly. Melon crops in Imperial and Yuma Valleys are in good condition and the first cantaloupe shipments should move from Imperial May 20th and Yuma June 1st. Citrus will maintain heavy volume with some slight increase indicated. Celery from the Venice-Oxnard area will be in heavy volume through May.

In Texas cantaloupe and tomato shipments have started from the Rio Grande Valley with peak expected the latter part of May. Cantaloupe shipments from the Laredo section have also started and will continue through the month.



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May News Letter

San Francisco, May 25, 1954

ALL P.F.E. EMPLOYEES:

## P.F.E. Loadings

|           | 1954     |          |         | 1953     |          |         |
|-----------|----------|----------|---------|----------|----------|---------|
|           | PFE Cars | Foreigns | Total   | PFE Cars | Foreigns | Total   |
| Jan.-Apr. | 112,706  | 2,901    | 118,607 | 23,882   | 890      | 24,772  |
| April     |          |          |         | 23,404   | 1,050    | 24,454  |
|           |          |          |         | 101,802  | 2,328    | 107,130 |

## Car Situation -

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## CROP CONDITIONS

### Southern Pacific -

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Union Pacific -

The remaining Idaho potatoes are moving in fair volume. The estimate for April was exceeded by several hundred cars and it appears the May estimate of 1,700 shipments will be realized. The blooming time for fruit trees is at hand; however, it is too early to evaluate the winter damage to cherries, peaches, and prunes which is expected to be quite noticeable throughout the Central District.

In the Northwestern District shipping has leveled off to the usual light seasonal volume consisting mainly of apples, beer, canned goods, and frozen foods.

In Eastern District, Colorado potatoes have all been shipped and planting of the new crop is almost completed with about 1,000 more acres in prospect over last year. Slight decreases are indicated in the Nebraska acreage for the coming season.

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Council Bluffs new mechanized car icing platform is 105 car-lengths long, equipped with two Preco icing machines, two mobile salt lorries to handle bulk salt and 60-carlength sub-deck for retop icing, electric blue flag and public address system. It was placed in operation in April. Estimated cost of project is \$690,000. Full length trains can be serviced in approximately one-half minute per car.

Roseville, California. Modernization of the conveyor system to speed up delivery of ice from storage to the platform was completed and put in operation in April to supply the 80-carlength or north platform. This platform is equipped with two Preco car icing machines, two salt lorries, electric blue flag and communication system. The south platform is being lengthened to 110 carlengths and will be equipped with three Preco icing machines, three salt lorries, electric blue flag and communication systems, and will be able to service full length trains. This platform will be put in service in May. When completed, total cost of project will be approximately \$1,360,000. This facility is modern in design and will materially reduce the time required to move trains through the Roseville terminal.

The Roseville Ice Plant is the largest of the 15 plants operated by our Company. It has a storage capacity of 50,500 tons and can produce 1,150 tons daily. Both platforms will accommodate 380 cars of perishables.

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The PFE Company plans to build a new ice manufacturing plant at Ogden, Utah, to serve more satisfactorily trainloads of perishables moving east from the Pacific Coast over that route. Total cost of the project is estimated at over \$1,000,000.

The proposed plant, capable of manufacturing 600 tons of ice daily, will serve a 110-car length icing platform already in operation.



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Connell Bluffs new mechanized car icing platform is 105 car-lengths long, equipped with two press icing machines, two mobile salt lorries to handle bulk salt and 60-car-length and deck for retop icing electric blue flag and public address system. It was placed in operation in April. Estimated cost of project is \$690,000. Full length trains can be serviced in approximately one-half minute per car.

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Refrigeration machinery will be completely automatic. Bids are being requested from contractors and construction will probably start about July 15th and the job should be completed around February 1st.

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#### FIRE PREVENTION PROGRAM RECOGNIZED

The Pacific Fruit Express Company's successful efforts in fire prevention activities at Los Angeles has gained recognition by the Los Angeles City Fire Department. On April 18th the Fire Department awarded a plaque to this Company for its establishment of a Class I-A industrial fire brigade and for the successful completion of a supervised training program.

An impressive presentation program was held, with a demonstration of fire fighting techniques in which all such units of the Car, Stores and Ice Departments participated. This included the removal of material skids by an auxiliary lift truck crew to clear the way for a fog fire-fighting unit which proceeded to extinguish a deep-seated Class A type fire. The demonstration was ably supervised by Shop Fire Chief L. H. Bellows, Assistant Chief T. E. Curry, and Inspector-Trainer C. Krumsieck of the Los Angeles Fire Department.

The plaque will hang in a place of honor at Los Angeles Shops as a permanent reminder of the importance of fire prevention, and reads as follows:

#### Plant Protection Award Presented To Pacific Fruit Express Company

In recognition of the progressive foresight of the Management in planning, organizing, training, participating in, and maintaining a plant-wide program designed to protect the lives of employees and to prevent property damage should major disaster or minor emergencies occur.

W. C. Miller  
Chief Engineer,  
Los Angeles Fire Department

Fire prevention and fire fighting ties in with our safety program in preserving the well-being and the jobs of all of us. Our hearty congratulations to the Los Angeles Shop, Store, and Ice Departments!

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